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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Korea	REPORT NO.	<input type="text"/>
SUBJECT	Transportation Controls in Kangwon Province	DATE DISTR.	12 February 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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25X1 Passenger Train Travel

1. in order to obtain authorization for rail travel a private citizen of Kangwon Province had to make application to the Citizenship Registration Section of the people's committee of the ri in which he lived. After approval by the ri committee, the application was referred to the Citizenship Registration Section of the ri Ministry of Internal Affairs (MIA) for approval. This authorization could usually be obtained on the same day that application was made. All government officials traveling on official business were required to obtain authorization in the form of a travel order from their section heads. The authorization was then referred to the Citizenship Registration Section of the local MIA office for approval. Before the cease-fire in July 1953, no civilians, except persons on government business, were permitted to travel by rail. If the new identification document is issued in December 1953¹ as projected, it will also serve as a travel authorization.
2. Upon receiving approval for travel, persons were permitted to purchase rail tickets. Tickets could be purchased only at the ticket office of the railway station, not on the train. All fares were the same price, except for half-fares to all service personnel. The destination indicated on a ticket could not be changed while aboard the train.
3. Priority for train travel was given to army personnel, without consideration of rank. Government personnel on official business were given second priority and civilians traveling unofficially were next. A person's priority was determined by his position in the ticket lines. All passengers bought tickets at the same windows, there being no segregation according to social status. Ticket sellers stamped travel orders and authorizations when tickets were sold so that the orders could not be used again.

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STATE	x	ARMY	x	NAVY	x	AIR	x	FBI		AEC						
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-2-

4. MIA personnel attached to railway security checked documents at the entrance of stations and at the entrance to trains. Citizens traveling unofficially were required to show the citizenship card and travel authorization. Army personnel and government employees on official business were required to show travel orders. Large and unusual packages were inspected. Body searches were made upon suspected persons. MIA security personnel always rode the trains and conducted document checks at irregular intervals. There was always a railway security official watching passengers as tickets were relinquished upon leaving the train. Documents were occasionally checked at that time, but were not stamped or marked. Only suspicious looking baggage was checked upon leaving a station.

Freight Train Travel

5. Although travel by freight train was not customary, soldiers were sometimes authorized to travel by this means. Engineers could often be bribed to allow passage on freight trains. No railway security officials rode the freight trains, but there was a railway employee responsible for a designated number of cars, which made unofficial travel difficult.

Vehicle Travel

6. Trucks traveling long distances in North Korea used a variety of roads, many of which were made from footpaths during the war. Travel by truck was fairly common, but was not officially sanctioned; therefore, no special documents were issued. However, a person had a better chance of obtaining a ride from truck drivers if he possessed a valid travel authorization. It was easier to obtain rides from Army drivers than from the drivers of government owned or privately owned trucks.
7. About every five miles in the front areas, there were truck check points. In the rear areas the check points were not as close together and were less regularly spaced. It was difficult for truck travelers to tip or bribe guards at these check points because there were usually several guards at each place. Most of the check points were stationary; however, some moved to different points and conducted surprise checks.
8. Private ownership of automobiles in North Korea was prohibited. There were no taxis, buses or streetcars. Doctors were not allowed to own automobiles, but rode bicycles. Army officers with the rank of colonel or higher were allowed to use jeeps for official travel. Chairmen of provincial and city parties were allowed the use of a party vehicle. The vehicles in North Korea were mostly Soviet-made jeeps and trucks.
9. No special permits were needed for bicycle travel; however, a travel order was necessary. Bicycle travelers were also subjected to document checks, but were not particularly singled out in the cities.

Water Travel

10. No water transportation was available to civilians, except by a sampan for river crossings. No special permits were required for these river crossings. Fishing boats were not permitted to go farther than four kilometers offshore.

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